

Transactions

APRIL/MAY 2005

TRANSPORTATION NEWS
FOR THE NINE-COUNTY
SAN FRANCISCO BAY AREA



Update 2030

Outreach Excellence

MTC established a new standard for outreach excellence with its public involvement campaign for development of the *Transportation 2030 Plan*.

After kicking off the process with a regional summit in June 2003 that drew an overflow crowd of nearly 500 to San Francisco's historic Palace Hotel, MTC embarked on an ambitious — and highly successful — effort to involve people from all walks of life in the development of a comprehensive plan that balances the myriad transportation needs of this far-flung region against severely limited financial resources. The public involvement campaign included:

- a telephone poll of 3,600 residents, both voting and nonvoting;
- 33 public workshops throughout the region, with a special emphasis on input from lower-income and minority communities;
- six focus groups with a cross-section of the public (including residents of all nine counties) to allow more in-depth discussion of the major choices and tradeoffs;
- an interactive online Budget Challenge taken by over 530 visitors to the MTC Web site during Phase 1 of the public involvement campaign, and an interactive survey taken by some 800 computer users during the third and final phase; and
- an invitation for members of the public to propose new transportation projects and programs directly to MTC — resulting in dozens of new project submissions.

To foster participation among lower-income and minority residents of the Bay Area, MTC contracted with eight community-based organizations to cosponsor Transportation 2030 workshops in targeted neighborhoods around the region. The \$5,000 MTC grants covered workshop expenses such as promotion, catering, on-site childcare and translation services.

Such innovative strategies earned the 2030 outreach program top honors in July 2004 in the Transportation Planning Excellence Awards Program cosponsored by the Federal Highway Administration, the Federal Transit Administration and the American Planning Association.

— John Goodwin



The draft plan elicited a cascade of comments at meetings and via the Web.



In keeping with the theme of “Mobility for the Next Generation,” the plan features images of tomorrow’s customers today, in school and at play.

Transportation 2030 Plan Charts New Course for the Bay Area

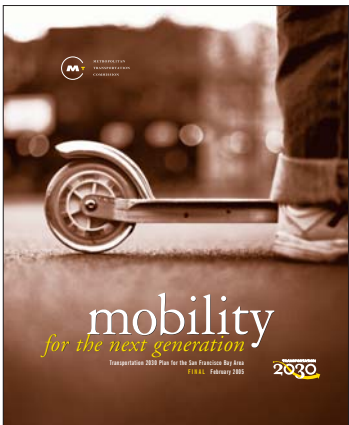
VISION CALLS FOR “HOT” LANES AND TRANSIT-ORIENTED DEVELOPMENT

When MTC commissioners and staff sat down in mid-2003 to begin developing a long-range transportation plan for the nine-county region, they faced some daunting challenges: chronic underfunding, aging infrastructure and marathon commutes. And with the region's population predicted to grow by 30 percent over the next 25 years, the strain on the Bay Area's already overburdened bus, rail and roadway network will only increase. Some 20 months and many community meetings later, the *Transportation 2030 Plan* adopted by MTC in late February meets these challenges head-on through a carefully crafted combination of high-tech innovation, bold policy initiatives, creative financing and careful management of scarce resources.

In a letter to MTC, Stuart Cohen, executive director of the Oakland-based Transportation and Land Use Coalition, wrote that the *Transportation 2030 Plan* “does an excellent job of articulating the complicated world of transportation policy and funding, and the emerging, more holistic philosophy of MTC in confronting these issues.”

Developed through an unprecedented public participation effort that began in June 2003 and involved thousands of Bay Area residents, the final *Transportation 2030 Plan* is a comprehensive roadmap for maintaining, fine-tuning and expanding the Bay Area's transportation network to accommodate more than 1 million new residents and 1 million-plus additional jobs in the nine-county region by 2030.

A total of \$118 billion in local, state and federal money is expected to flow to the Bay Area transportation network over the next 25 years. Yet, while impressive, that level of investment is not nearly enough to fulfill the Transportation 2030 vision. So the plan includes dozens of “calls to action” that envision how MTC — in concert with voters and local, state and federal agencies — can meet the Transportation 2030 goals by raising more money



To order a copy of the final *Transportation 2030 Plan*, e-mail your name and address to <library@mtc.ca.gov> or call 510.464.7836.

and by enacting new laws or rethinking old policies. Recognizing that some of these ideas would be controversial, MTC followed up its November 2004 release of a draft version of the *Transportation 2030 Plan* with a new round of public involvement that focused on gauging residents' support for the calls to action and prioritizing the various proposals. The result was a cascade of comments from private citizens, public agencies, business groups and nonprofits that helped refine the plan before its final adoption by the Commission.

The final *Transportation 2030 Plan* establishes several new funding programs, including a Regional

Bicycle/Pedestrian Program and a new Lifeline Mobility Program to improve low-income communities' access to transportation services. The public expressed support for consolidating some Bay Area transit agencies; pressing the state Legislature to strengthen Proposition 42 (the measure dedicating gasoline sales tax revenues to transportation) so it cannot routinely be suspended; and linking transit investments with local land-use planning decisions.

Bay Area residents also expressed strong opinions both for and against the *Transportation 2030 Plan's* proposed high-occupancy/toll (HOT) lane network, whereby solo drivers could buy their way into free-flowing carpool lanes, with the revenues going toward constructing more carpool lanes.

So while plans are moving forward to test the HOT lane concept on Interstate 680 over the Sunol Grade, issues that still must be addressed include the impact on lower- and middle-income drivers and enforcement. MTC already has begun a thorough study of these issues and is working closely with Caltrans to identify funding sources to advance the study.

— John Goodwin

Calendar

Unless indicated otherwise, all meetings take place at:
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, Oakland
(Across from the Lake Merritt BART station)

FRIDAY
MAY 13, 2005

9:30 am
Planning and Operations Committee*

10 am
Service Authority for Freeways and Expressways Operations Committee*

10:15 am
Legislation Committee*

MONDAY
MAY 16, 2005

2 pm
TransLink® Operating Group
AC Transit
1600 Franklin Street
10th Floor Conference Room, Oakland

MONDAY
MAY 23, 2005

2 pm
TransLink® Management Group
Santa Clara Valley Transportation Authority
Room B104, 3331 N. First Street, San Jose

WEDNESDAY
MAY 25, 2005

10 am
Bay Area Toll Authority*

10:05 am
Metropolitan Transportation Commission*

FRIDAY
MAY 27, 2005

10 am
Association of Bay Area Governments/
Bay Area Air Quality Management District/
MTC Joint Policy Committee*

THURSDAY
JUNE 2, 2005

10 am
Elderly and Disabled Advisory Committee

WEDNESDAY
JUNE 8, 2005

9:30 am
Administration Committee*

10 am
Bay Area Toll Authority
Oversight Committee*

10:15 am
Programming and Allocations Committee*

12:30 pm
MTC Advisory Council

FRIDAY
JUNE 10, 2005

9:30 am
Planning and Operations Committee*

10 am
Service Authority for Freeways and Expressways Operations Committee*

10:15 am
Legislation Committee*

*Webcast on <www.mtc.ca.gov>.

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.464.7787. Agendas, updated meeting schedules and packets for MTC standing committees are posted on MTC's Web site: <www.mtc.ca.gov>.

Announcement



THURSDAY
MAY 19, 2005

Go to <www.511.org> to:

- Register to ride
- Register a co-worker
- Locate energizer stations
- Find a bike buddy
- Try MTC's new interactive bike-mapping tool

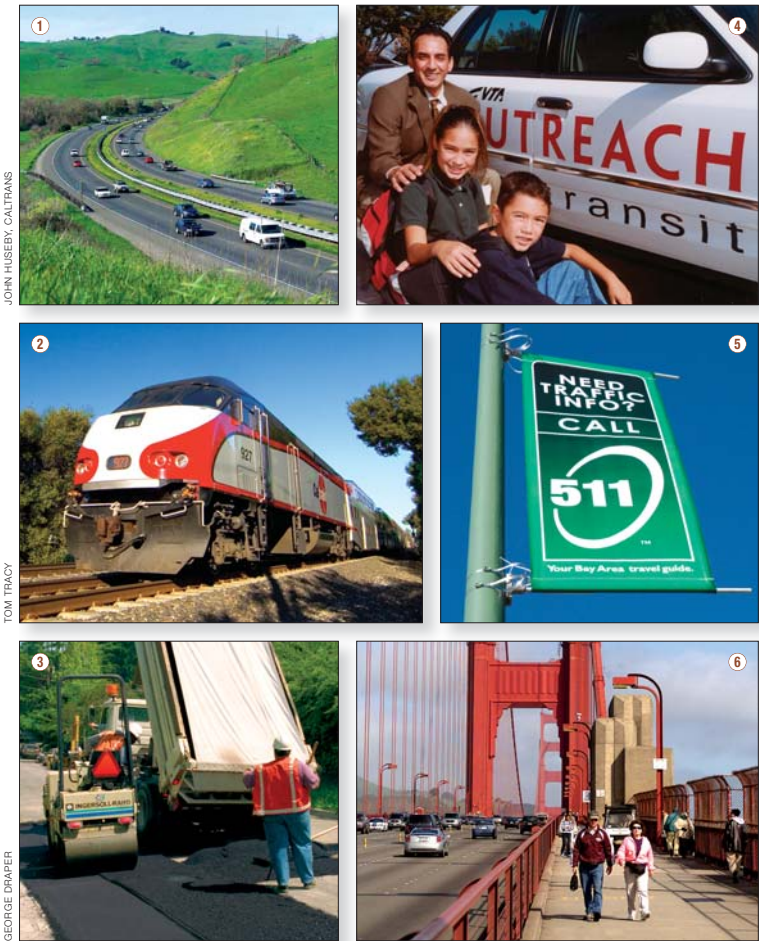
Participants are automatically entered into a drawing to win bike-related prizes. The promotion is cosponsored by MTC, the Bay Area Bicycle Coalition, county congestion management agencies and others.

Facts & Figures Federal Funding Windfall Kick-starts Bay Area Transportation Projects

A \$122 million windfall is helping to accelerate a slew of urgently needed transportation projects. The lion’s share of the new revenue — \$107 million — is derived from unspent federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. At the same time, another \$15 million in federal and state funds has become available to beef up Lifeline services for low-income residents. This funding augments the \$216 million previously committed by the Commission to Lifeline services as part of the *Transportation 2030 Plan* and will accelerate the delivery of new programs to needy communities.

“Federal transportation money comes with a ‘use it or lose it’ kicker, and the Bay Area consistently puts whatever federal dollars it gets to work right away. This allowed us to scoop up some of the dollars that other regions have had to forfeit,” said MTC Executive Director Steve Heminger.

Lifeline funding will be distributed to Bay Area counties through a formula based on the number of low-income residents in each county, with Alameda and Santa Clara counties receiving the largest shares. “Whether the destination is work, school or the doctor, all Bay



Windfall Winners:

- 1 \$ 55,000,000 Strategic highway projects
- 2 \$ 22,500,000 Transit rehabilitation (BART, Caltrain, Golden Gate Ferry and San Francisco Muni)
- 3 \$ 22,500,000 Local street and road rehabilitation (all nine counties)
- 4 \$ 15,000,000 Lifeline transportation (all nine counties)
- 5 \$ 5,300,000 System management (including 511 Traveler Information System, Silicon Valley SMART Corridor and SFgo)
- 6 \$ 1,600,000 Golden Gate Bridge suicide deterrent system (environmental review and preliminary engineering)

New Chair Outlines Ambitious Agenda

After serving for two years as MTC’s vice chair, Jon Rubin was elected by his fellow commissioners at their February meeting to lead the agency as chair for the next two years. The commissioners also selected former Santa Clara City Councilmember John McLemore, who represents the cities of Santa Clara County, to serve a two-year term as vice chair.

Rubin, who has more than 20 years’ experience in the public relations, political and legislative processes, has represented the



Jon Rubin

mayor of San Francisco on MTC since 1995. “I’m going to be an advocate for Bay Area travelers. I’ll work with the state Legislature to develop an equitable plan that gets the East Span of the Bay Bridge built as fast as possible and doesn’t stick tollpayers with the whole bill. Bay Area voters dug into their own pockets several times last year to pay for \$8.5 billion of transportation

improvements around the region. Now I’m committed to delivering those projects,” he said.

Rubin serves as president and CEO of the Peninsula Coalition, a nonprofit formed by business, labor and political leaders to promote sustainable growth and economic vitality. He is a former political director of the California Democratic Party and served from 1988 to 1991 as chief of staff for then state Senator Quentin Kopp, who was chair of the Senate Transportation Committee. Rubin also has served on the tricity Caltrain Joint Powers Board and



John McLemore

received the board’s Silver Spike Award.

McLemore has been an MTC commissioner since February 1999. He served as a Santa Clara city councilmember from 1996 to 2004 and retired in 2004 from a 32-year career in the electronics industry in Silicon Valley. McLemore sits on the Caltrain Joint Powers Board, recently completing a two-year term as chair. He also serves on the Santa Clara

Commission Actions

February/March 2005

- Adopted the *Transportation 2030 Plan*, certified the plan’s *Final Environmental Impact Report* and approved a finding of air quality conformity for the plan. MTC Resolutions 3630-Revised, 3679, 3680 and 3681
- Dedicated \$4 million to the new “Clean Air in Motion” Program, which includes free transit rides on all Bay Area public transit systems for a limited number of Spare the Air days in 2005.
- Approved a \$16 million contract with Parsons Brinckerhoff to operate the Regional Rideshare Program from fiscal 2005–2006 through 2010–2011 as well as six-year contracts for local rideshare services with three agencies: Solano Transportation Authority (\$1.4 million for services in both Solano and Napa counties); City/County Association of Governments of San Mateo County (\$420,000); and Contra Costa Transportation Authority (\$420,000).
- Authorized contracts (total value up to \$16.7 million) with tow service companies to operate 18 beats for the Freeway Service Patrol program over the next two to three years.
- Allocated \$250,000 from MTC’s Traffic Engineering Technical Assistance Program to 19 projects in eight counties, several of which deal with pedestrian safety. Under the Regional Signal Timing Program, also approved 16 projects that will update coordination plans for 611 signals across seven counties.

METROPOLITAN TRANSPORTATION COMMISSION WWW.MTC.CA.GOV

Commissioners

- Jon Rubin, Chair San Francisco Mayor’s Appointee
- John McLemore, Vice Chair Cities of Santa Clara County
- Tom Ammiano City and County of San Francisco
- Irma L. Anderson Cities of Contra Costa County
- Tom Azumbrado U.S. Department of Housing and Urban Development
- James T. Beall Jr. Santa Clara County
- Bob Blanchard Sonoma County and Cities
- Mark DeSaulnier Contra Costa County
- Bill Dodd Napa County and Cities
- Dorene M. Giacomini U.S. Department of Transportation
- Scott Haggerty Alameda County
- Anne W. Halsted San Francisco Bay Conservation and Development Commission
- Steve Kinsey Marin County and Cities
- Sue Lempert Cities of San Mateo County
- Michael D. Nevin San Mateo County
- Bijan Sartipi State Business, Transportation and Housing Agency
- James P. Spering Solano County and Cities
- Pamela Torliatt Association of Bay Area Governments
- Shelia Young Cities of Alameda County

Transactions APRIL/MAY 2005

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